

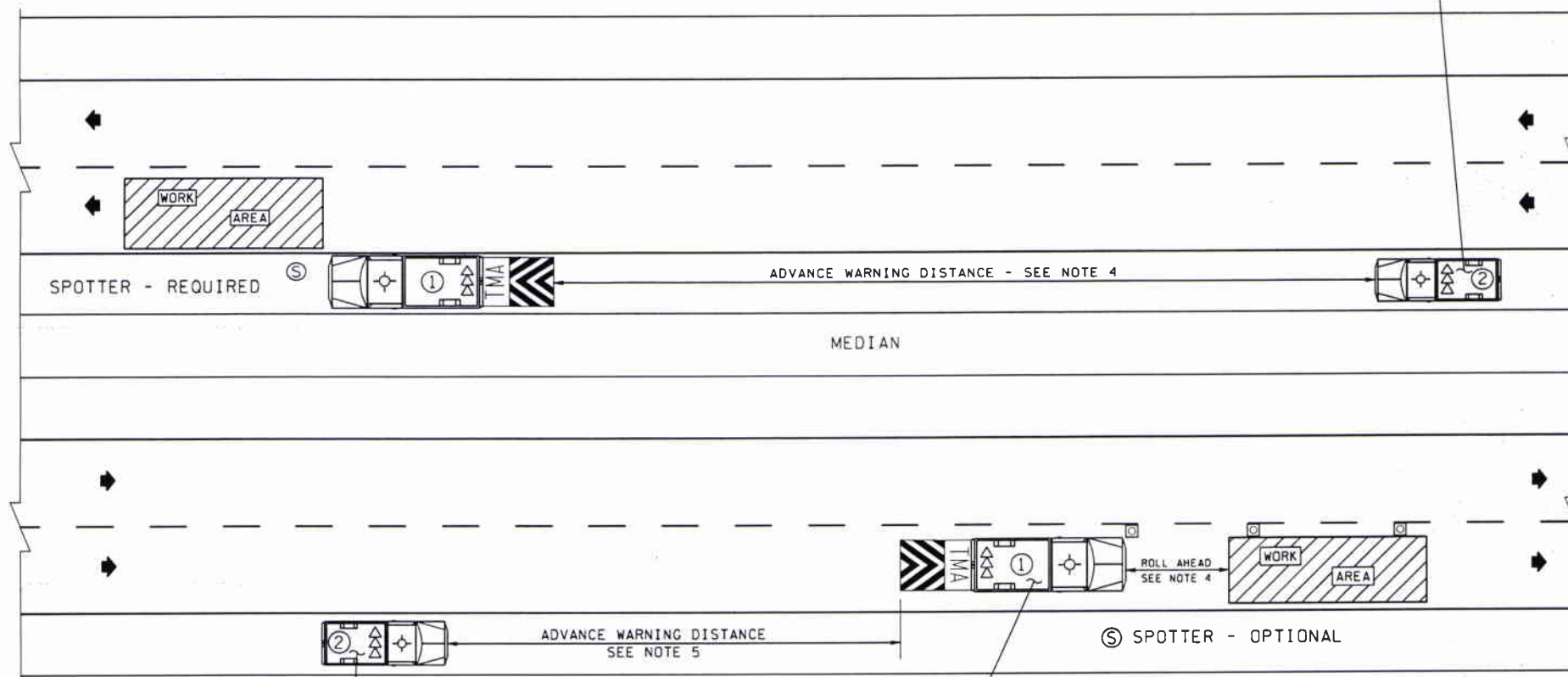
WORK ZONE CONDITION (SEE CONDITION GUIDANCE)

- A - ALLOWED - CONSIDER USING A SPOTTER
- B - ALLOWED - SPOTTER REQUIRED
- C - NOT RECOMMENDED, CONSIDER MOBILE OR STATIONARY TCP's

THIS TCP DEPICTS TWO WORK ZONE STRATEGIES:

1. SPOTTER METHOD, ARROW PANEL OPTIONAL
2. LANE CLOSED METHOD, ARROW PANEL REQUIRED

W20-1
48" x 48"
B/O
OR
USE PCMS



PCMS	
1	2
LANE CLOSED	MERGE LEFT
1.5 SEC	1.5 SEC

TRUCK MOUNTED PCMS
(OPTIONAL)

OR



W20-5R
48" x 48"
B/O

PCMS	
1	2
LANE CLOSED	MERGE LEFT
1.5 SEC	1.5 SEC

TRUCK MOUNTED PCMS
(OPTIONAL)

LEGEND

- ⬠ WARNING BEACON - REQUIRED
- ① PROTECTIVE / WORK VEHICLE - REQUIRED
- ② ADVANCE WARNING VEHICLE OR SIGN - REQUIRED
- TMA TRUCK MOUNTED ATTENUATOR (RECOMMENDED)
(PCMS OPTIONAL)
- ➡ ARROW PANEL - SEE NOTES
- CHANNELIZING DEVICE - OPTIONAL

NOTES:

1. FOR LOCATIONS WITH 3 OR MORE LANES, INTERIOR LANE MUST BE CLOSED WITH EITHER A ROLLING SLOWDOWN OPERATION, MOBILE OR STATIONARY LANE CLOSURES.
2. SHOULDER WIDTH MUST ALLOW VEHICLE ACCESS.
3. SPOTTER IS OPTIONAL FOR LANE CLOSURE METHOD. SEE CONDITION NOTES
4. USE DISTANCES SHOWN ON BUFFER DATA CHART APPENDIX 3-3.
5. USE DISTANCE FROM TAPER LENGTH CHART SHOWN ON APPENDIX 3-3.

TYPICAL VERY SHORT DURATION IN-LANE WORK
FREEWAY AND MULTI-LANE OPERATION - HIGH SPEED (45 MPH OR HIGHER)